

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 19-Nov-14

Time 6:06 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 060 Const Calendar Day: 260 Date: 26-May-2010 Wednesday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 am 04:30 pm Break: 00:30 Over Time: 01:00

Federal ID:

Location:

Reviewer: Mathur, Lalit

Approved Date:

09-Jul-10 Status: Approved

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 50 - 60 4PM 50 - 60**Precipitation** 0.00"**Condition** Overcast to partly overcastWorking Day ☐ If no, explain:**Diary:**

Dispute

Work description.

- Met with Mike Schwager (SDI engineer), Jim Davidson (ABF project manager), and Eric Blue (ABF engineer) at the W2 cap beam regarding the upcoming post-tensioning operations of the continuity tendons after the first and second lifts of the W2E closure pours. Discussed pertinent items needed for stressing such as the current ram calibrations and stressing protocols. Also the issue of grouting within 10 days of strand placement was discussed. This issue will be a work in progress and it is likely that the strand tails will be wrapped in plastic and VPI powder will be blown through the continuity tendon voids to mitigate corrosion of the strands.

- Continued to review submittal 1529R01 "W2 Closure Pour" and to prepare for the upcoming concrete placement at the W2E construction joint. Spoke with the Richmond lab manager Adrienn Gilbert about using the lab and scheduling the early compressive strength testing. Rob Ramos of Caltrop will likely be the technician breaking the cylinders for the early breaks in this lab and the remaining cylinders can be tested in Sacramento. Cemex gave us extra 4" x 8" cylinders for practicing on the machine in the Richmond lab.

- Attended a prepour meeting with ABF, Cemex, Conco, Smith Emery, and Caltrans in preparation for the upcoming first lift of concrete placed at the W2E construction joint at 3:00pm. The key items discussed at this meeting were the following:

- 1.) ABF/Cemex needs to resubmit a revised concrete mix designs to reflect the trial batches done last Wednesday before Submittal 1529R01 is approved.
- 2.) The concrete placement for the first lift at W2E will commence at 9:00pm on Tuesday June 1st. If all goes to plan the entire operation is expected to take an hour with 20minutes of actual placement in the forms. Schwager Davis is scheduled to push strand in continuity tendons 15B, 16B, 27B, and 28B on Wednesday June 2nd and stress on Thursday June 3rd. The placement of the second lift/remaining concrete for this joint is tentatively scheduled for Thursday June 3rd at 9:00pm.
- 3.) The initial set times according to Cemex for the trial batches were 2hrs for the mix with the accelerator and 6hrs for the mix with the retarder. There was a lot of debate on whether or not it was necessary to use to mix with the accelerator added onsite. Since this concrete mix is volatile testing in the field (slump flow and visual observation of spread) will be done after the concrete is placed. Ric Maggenti is in charge of checking and all decisions regarding the concrete mix the night of the concrete placement.
- 4.) Conco will place concrete in two locations along the width of the joint using a 3" tremie pipe placed down through the closure rebar. A washout bin will be placed on top of the cap to save time in priming the



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pump mobilization. Vibrators will be available onsite in case the SCC needs to be "stinged" for proper consolidation. External vibration was discussed if this scenario happened.

5.) It is anticipated that two trucks (6 cyd loads) will be used with a 15 minute batch interval between the two trucks. The volume of concrete from the two trucks will allow the pump to be primed, placed in the forms with the accelerator added onsite, and the remaining concrete will be used to push the concrete placed in the forms through the pump. It should be noted that the first truck will have the accelerator added and the second will not. Per Conco the quantity of concrete in the boom is 1cyd and the hopper is 17 cft.

6.) It is understood that Smith Emery and Caltrans will test the W2E 1st lift concrete for compressive strength at 8hrs, 12hrs, 1 day, 2days, 7days, 28days, and 56days.